

Montana and the Sky



Department of Transportation – Aeronautics Division

Vol. 48 No. 3

March 1997

Another Successful Aviation Conference Becomes History

The thirteenth annual Montana Aviation Conference was attended by over 500 aviation enthusiasts, 125 mechanics and close to 100 students who gathered to participate in an exciting program. In spite of winter weather, the Conference held in Missoula was a success.

Close to 40 exhibitors from across the U.S. and Canada brought displays for the trade show, filling the atrium area of the Missoula Holiday Inn. These firms also donated thousands of dollars worth of door prizes which were given away during the Conference. Many other generous sponsors contributed to events held at the Conference.

Concurrent session speakers shared a wide variety of knowledge and expertise with participants.

Featured speakers Barry Valentine, Dr. Jerry Cockrell, Dr. Peggy Baty and Ron Bower were superb.

A hangar dance Friday night was enjoyed by all.

Special congratulations to the Missoula Conference Committee for all of their hard work and dedication over the past 12 months.

The 1998 Montana Aviation Conference will be held February 26–28, 1998, at the Holiday Inn at Billings. Mark your calendar now! ✈

Metz Appointed to Aeronautics Board



Governor Marc Racicot appointed Will Metz of Laurel to a four-year term on the Montana Aeronautics Board. Will represents the Association of Montana Aerial Applicators.

As owner of Top Hand Air Sprayers, an aerial chemical application business based at the Laurel Airport, Metz began flying as a child in Sheridan, WY, with his father, Buster Metz. Buster was a World War II B-17 pilot who did a second tour of duty as the staff pilot for the Commanding General of the 15th Air Corp, flying B-25s. Will's love of flying came from his father—flying on his lap in their trusty skylane. Metz began flying lessons at age 15.

Will graduated from Eastern Montana College with a Business Administration degree and continued to pursue flying in the private sector. He began as a crop

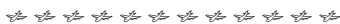


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Administrator's Column

FAA Extends NPRM on Single Engine

IFR: At the request of the European Joint Aviation Authority (JAA) the FAA extended the comment period on Single Engine Instrument Flight Rule (SEIFR) until March 3, 1997. The JAA is the equivalent to our FAA. The European manufactures as well as some U.S. manufacturers and the unions are opposed to this rule. Of course they are only thinking of building and selling much more expensive multi engine airplanes for PART 135 commercial operators and have little interest in safety or the economic benefits to these operators. The pilot union's interest is primarily in the higher pay for pilots to fly larger airplanes. The reasons for the FAA to publish this NPRM in the first place was safety—to stop PART 135 single engine skud running accidents which were primarily caused by the FAR's prohibiting them from flying single engine IFR. I do not understand why the FAA has responded to the European JAA by extending this comment period. It will be interesting to see how this turns out.



FAA Delays New Grand Canyon Rules:

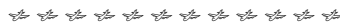
Aviation organizations, U.S. Air Tour Association, and others applaud the FAA's decision to delay implementing their new special flight rules over Grand Canyon National Park. Originally the rules were to go into effect May 1, 1997, but are now extended until January 1, 1998. The new rules have brought about several law suits or petitions against the FAA. The U.S. Air Tour Association (USATA) filed a suit to overturn the new rules; Aircraft Owners and Pilots Association (AOPA), Clark County, and Las Vegas Tourist Bureau filed petitions to reconsider the entire Grand Canyon issue. On the other hand, an environmental group has filed suit against both the FAA and Park Service claiming that the new rules do not go far enough: they would like to stop flights over Grand Canyon all together. This was all brought about by President Clinton during his Earth Day mandate in April 1996. I can't help but ask the "noisy" environmentalists—what about the really loud, black smoke belching

tour busses, motor homes and trucks? What about the million or so cars, motorcycles, vans, pickups? The airplanes we are talking about here have far less impact on the environment. I could probably accept this if the President mandates "all" motorized vehicles be prohibited from the Grand Canyon National Park and the Rocky Mountain National Park in Colorado which has also been targeted. We will take our hit right along with all of the others, **but let's not discriminate!**



Judge Questions FAA Suspension/Revocation Authority:

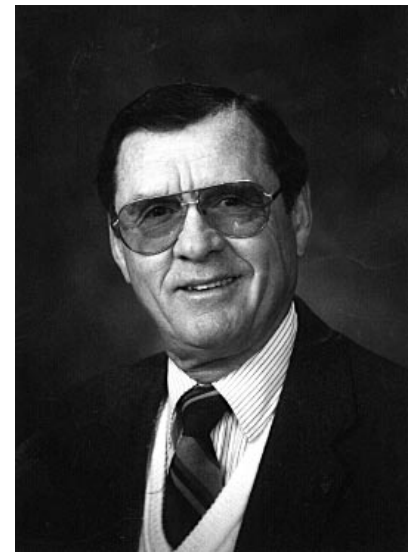
U.S. District Court Judge Richard Bilby has ordered the FAA to show proof that it has the enforcement authority to suspend or revoke a pilot's license. A Tuscon, Arizona, attorney, Larry Smith, who is defending a pilot in an FAA 90-day suspension action, contends there is "no language" in Section 609 of the Federal Aviation Act that "so much as hints at a connection between the commission of a safety violation and suspension or revocation of a pilot's license." Judge Bilby originally gave the FAA a deadline of February 14 but has since granted an extension until March 25 to come up with some answers. The FAA has filed a motion to dismiss the case altogether and of course Smith is trying to convince Judge Bilby to deny the FAA motion. This could be a benchmark case—we will just have to wait and see.



GA Accident Rates Decline:

General Aviation (GA) and the scheduled airlines operating under part 135 have achieved their best safety record in 15 years. GA experienced 8.06 accidents per 100,000 flight hours with a 1.51 fatal accident rate per 100,000 flight hours last year. In 1982 the rate was 10.9 accidents and 1.99 fatal accidents per 100,000 flight hours. According to the National Transportation Safety Board (NTSB) GA aircraft were involved in 1,907 accidents of which 358 were fatal and in 1996 there was a total of 631 fatalities compared to 733 in 1995 and 730 in 1994. The on-demand air

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We Need Help

In view of the FAA's decision to eliminate their contract weather observer program and depend on their Automated Surface Observation System (ASOS) to report accurate and current weather conditions at many Montana airports, we would like to know of any discrepancies you may have experienced. The FAA contends that these ASOSs operate satisfactorily and that there is no longer a need to have them backed up by a human weather observer. We hear differently! We have very little actual

documentation to back our concerns, so we are requesting that if you have experienced any ASOS incorrect or missing information please give us a call or send a note letting us know where, when, and the discrepancy. You do not need to give your name. We will then be able to present a better case to the FAA in an attempt to retain the human weather observers, at least until the FAA can live up to its promise to "**provide equal or better service.**" Thank you for your help. ✈

Aviation Contest Winners

By: Jim Greil, *Airport/Airways Bureau*

The third annual Montana Aviation Contest has come and gone. The contest consisted of aerial pictures of 25 airports from around the state displayed at the Montana Aeronautics Division booth at this year's Montana Aviation Conference held in Missoula. Contestants had to match up the photos with the names of the airports provided. This year marks the second year in a row we have had a grand prize winner. In order to win the grand prize, the contestant had to match all 25 airport names with the photographs. We also have 1st, 2nd and 3rd place prizes as well as runner-up prizes for all people who got at least eight correct. The grand prize winner received the prizes listed below and 1st through 3rd received combinations of those prizes. All runners-up received a copy of the *Montana and the Sky* book. Here are the results of the contest and the associated prizes:

Congratulations

Grand Prize Winner—Bob Lipscomb, Glasgow

Montana and the Sky by Frank Wiley, 1997 tyvek and paper Aeronautical Chart, 1997 Airport Directory, *Mountain Flying* by Sparky Imeson, *First-Aid and Survival* reference and a Montana Aeronautics Division hat.

1st prize—**Rick Donaldson & Phil Porrini of RPA & Assoc.**, Helena (20 correct)

2nd prize—**Rob Bris**, Kila (16 correct)

3rd prize—**Charlie Burruss**, *Corvallis* (12 correct)

Runners-up—**Ben Roy**, Belgrade

Tim Orthmeyer of Morrison-Maierle, Helena

Kaye Ebelt & Dee Ann Mooney, Missoula

Mary Ann Wolery, Turner

Once again, congratulations to all of our winners and thanks to all of you who attended the 1997 Montana Aviation Conference in Missoula. We look forward to seeing you again next year. ✈

Administrator's Column *cont.*

taxis experienced an increased accident rate of 4.57 accidents per 100,000 flight hours compared to 3.93 in 1995 and 4.26 in 1994. Their fatal accident rate was 1.42 per 100,000 flight hours in 1996. There were 59 fatalities in 1996, 52 in 1995 and 63 in 1994. The scheduled Part 135 air carriers (less than 30 seats) had 0.032 accidents per 100,000 departures in 1996 compared to 0.062 in 1995 and 0.078 in 1994. Only one of the 11 accidents in 1996 was fatal. ✈

Calendar

April 6–12—Sun-N-Fun, Lakeland, Florida.

June 10–16—International Aviation Week, Cayman. Caravan Fly-in. Call (800)346-3313 or (904)872-2495.

June 28—Mogollon Airpark Fly-In/BBQ, Mogollon Airpark, Overgaard, Arizona. Barbecue from 10am–2pm. Contact Michael Campbell, 12197 E. Sahuaro Dr., Scottsdale, AZ 85289 (602)661-7586, e-mail telmike@futureone.com

July 12—Hamilton Airport Open House and Pancake Breakfast. Contact Warren Woolley (406)363-0874.

July 12—North Central Hangar Fly-in Breakfast and Toy Show, Havre.

July 12–13—Missoula Air Show, fly-ins welcome; display aircraft free; call Paul Klawitter (406)728-4381.

July 30–August 5—45th Annual EAA Fly-in Convention, Oshkosh, Wisconsin.

September 13—Aerotronics Annual Open House, Billings.

FAA Testing Now Available at Rocky

Rocky Mountain College Aviation has opened a new computer center and FAA testing facility on campus to provide convenient test service for aviation students. The testing service is available by advanced scheduling to other members of the flying community. Computer-based study programs and practice exams are also available for individual study to prepare to take exams. AOPA members receive a discount on testing fees.

The new computer center is equipped with a variety of aviation related software to support the academic program. It is an extension of the flight simulation training facility, which is also available to the aviation community. Call 657-1060 for more information.

Aviation Conference Memories

(more photos will appear in futures issues)



Lt. Governor Judy Martz



Barry Valentine



Ron Mercer

Over 200 people attended the kick-off luncheon on Thursday. Lt. Governor Judy Martz and Aeronautics Board Chairman Ron Mercer were two of the many distinguished state and local government officials on hand to welcome participants to Missoula and the great state of Montana. Barry Valentine, Acting Administrator of the Federal Aviation Administration, gave an interesting presentation on FAA happenings at the Washington, D.C. level. Mr. Valentine entertained questions following his talk.



Barbara Evans, Missoula County Commission; Jim Currie, Department of Transportation; Kim Latrielle, Missoula Chamber of Commerce; Lt. Governor Judy Martz and Barry Valentine listen as Missoula Host Committee Chairman John Seymour kicks off the program.



Mike Ferguson presents Bill Chapman, Manager of the Gardiner Airport, with the Montana Aeronautics Division Airport of the Year Award. Gardiner was selected for its unique position of never receiving any federal funds. The airport turned a nearly unusable runway into a beautiful 3,200' runway through a cooperative effort between the county, volunteer pilots and others, including financial assistance from the Aeronautics Board. The Division also presented Chuck Manning of Kalispell with the Educator of the Year Award and Stan Read of Hamilton with the Mechanic and Flight Instructor of the Year Award. Congratulations to these fine gentlemen!



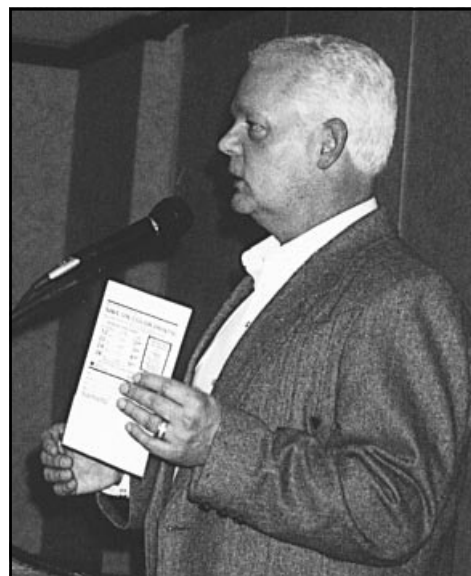
The conference provides a meeting ground for all of Montana's aviation organizations. Above, the Montana Antique Aircraft Association conducts its annual business meeting.



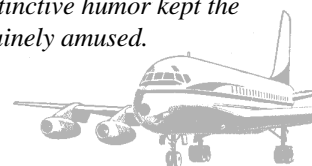
At right, Larry Larson of Molt is presented a new "TYVEK" aeronautical chart by Jim Greil of the Aeronautics Division. It was at Larry's suggestion that charts are now available this year on the extremely durable, waterproof paper. Thanks, Larry! We've received several good comments on this brilliant idea.



Door prizes are contributed by the many exhibitors who listen (above) at the exhibitor meeting held prior to opening of the exhibit area. The atrium of the Holiday Inn was surrounded by companies sporting the latest in aviation products and services.



Dr. Jerry Cockrell, aviation psychologist and humorist, entertained folks at an open session Thursday evening. As usual, Dr. Cockrell's distinctive humor kept the audience genuinely amused.



Participants enjoy a box lunch on Friday and listen attentively as names are drawn for the many door prizes.

EAA Education Programs

A new aeromodeling academy, as well as continuing programs for aviation enthusiasts of all ages, will “bring the dream of flight to life” during the 1997 education programs sponsored by the EAA Aviation Foundation.

The year’s programs will include a mix of aviation and recreational activities for kids ages 12–14, a full youth aviation experience for older teens and intensive hands-on aviation skills program for adults.

The scheduled programs include:

- ✦ **The EAA Adult Air Academy** (Feb. 16–22) offers basic aircraft building and restoration skills to those who are currently building or restoring an airplane, or those who are developing their skills to accomplish that “someday” project.
- ✦ **The Junior Air Academy** (June 28–July 3 and July 5–10), formerly Young Eagles Aviation Camps, are week-long programs designed to help kids ages 12–14 to explore the world of flight with a balanced mix of aviation studies and aviation-based recreational activities.
- ✦ **The New Aeromodeling Academy** (July 12–17), co-sponsored by EAA and the Academy of Model Aeronautics (AMA), offers a unique learning experience for 14–17 year-olds who enjoy or want to discover more about building model aircraft of all kinds.
- ✦ **The EAA Air Academy** (July 22–Aug. 2) continues the exciting summer aviation experience for 15–17 year olds started in 1984.

Internship programs offer both young people and adults opportunities to develop aviation skills while also using their talents in other areas.

They include:

- ✦ **The Cliff Robertson Airport Work Experience Program**, which offers a six-week summer work experience (June 28–Aug. 8) at EAA for two young people, as well as for a young flight instructor/mentor.
- ✦ **The Doolittle Raiders Internship** provides summer work experience of varying lengths in one or more areas of EAA operations, based on the organization’s needs.
- ✦ **The Sandberg/Petron Summer Internship** offers aspiring aviation maintenance technicians an opportunity to develop their skills at EAA’s Kermit Weeks Flight Research Center in Oshkosh, WI.
- ✦ **The Wittman Aviation Studies Grant** provides the opportunity each summer to support the processing and documentation of the Wittman Collection held by the EAA Aviation Foundation.
- ✦ **The Timken Aviation Studies Grant** offers a summer position to support the documentation of women’s roles in aviation.

For more information or application materials for any of the EAA Aviation Foundation’s education programs, write to the EAA Aviation Foundation Education Office; P.O. Box 3065, Oshkosh, WI 54903-3065, or call (414)426-6815. ✈

Cross-Country Air Racing Coordinated

A new organization, Air Race Central, has been formed to coordinate and promote cross-country air racing in the United States.

Unknown to many pilots, there exists an active group of several hundred pilots who take off a weekend or more every now and then to fly 400 to 2,000 mile cross-country air races. These are not your leather-jacketed, Top Gun types, sporting monster engines in modified warbirds around pylons. For the most part, they are your basic general aviation pilots flying your average four-seater production airplane. They have found a common area to test their piloting skills—navigation, wind and fuel calculations, plus the camaraderie of fellow pilots. Nearly thirty cross-country air races take place each year in various part of the country from April to November.

Pilots interested in finding out more about cross-country air racing, or obtaining details on specific races, may contact: Greg Marshall at Air Race Central (808)373-1889, Fax (808)373-1870, e-mail 73412.326@compuserve.com.



New FAA Web Sites

Reprinted From *NASAO Incoming*

The FAA has upgraded its aviation safety information website with additional data to better inform the public about aviation safety. The site can be accessed through the Aviation Safety Information button on FAA’s homepage at www.faa.gov. The website includes three databases. NTSB’s accident database for civil aviation activities; FAA’s incident database; and NTSB’s recommendations to FAA on safety issues. After May 31, additional data on airline activity, a list of enforcement actions via a quarterly press release, and midair collision statistics will be available. Also, FAA and National Weather Service’s Aviation Weather Center have established on the Internet an experimental digital data program that gives aviation users more accurate weather forecasts. The new Aviation Digital Data Service (ADDS) contains information that can be used by pilots, as well as the meteorological industry. The ADDS Internet address is <http://www.nws.noaa.gov/adds> and the FAA’s Aviation Weather research home page is <http://www.faa.gov/AUA/iptprod/tower/awr/awr.htm>.

Correction—

As reported in the January 1997 issue of *Montana and the Sky*, the following correction is made to the aviation weather report article:

Harlowton (3HT) issues six weather observations daily, commencing at 7:30 am and concluding at 2:30 pm daily. The observations are complete except for an altimeter setting.

Gore Commission Embraces NATA's Concerns

NATA President Jim Coyne applauded the White House Commission on Aviation Safety and Security's Final Report after learning the Commission recognized several of NATA's recommendations for improving aviation safety.

At issue is the Commission's acknowledgment of NATA's long-held view that safety and security enhancements must come through better FAA management as opposed to simply imposing new burdensome regulations.

NATA has contended for years that FAA inspectors and other field personnel must have better guidance from headquarters to uniformly apply and interpret the

FARs. Now, due to the Gore Commission's identification of this problem, maybe the FAA will address this deficiency in regulatory policy.

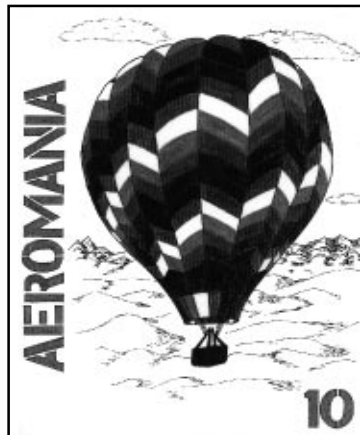
Although pleased with many parts of the report and the assimilation of NATA's view, Coyne blasted the Commission's blind recommendation for new aviation user fees as the way to bring forth change. "It's unfortunate that this Commission, which came so close to earnestly improving the government/industry partnership, has been forced to toe the party line by endorsing new aviation user fees. It seems clear that this issue is at the top of the President's aviation agenda." ✈

1997 International Aviation Art Contest (Aeromania)

Katrina Wahl of Cut Bank, is the Montana winner of the 1997 International Aviation Art Contest. The theme was to design your own aviation/space-themed postage stamp for the imaginary country, Aeromania.

Each state's winner advances to participate in the national competition at Washington, D.C., where the national first-place winner and two national runner-up winners are selected from each age group. Good luck, Katrina.

The Montana Art Contest entries were due by March 24, 1997. Winners will be announced in a future edition of *Montana and the Sky*. ✈



21st Annual Aviation Art Competition

The EAA Sport Aviation Art Competition is accepting entries until April 29, 1997. Artist should submit a 35mm slide of their work for preliminary judging. Photographs may not be entered. This year's special theme is antique/classic aircraft. Work will be judged on what can be seen from the slide. Artwork signatures must be masked: judging will be by numbered entry. Completed entries will include a signed entry form, properly labeled slide and entry fee of \$15 per work submitted.

A youth division has been established for children through sixteen years of age. Youth must have a parent or guardian sign the affidavit.

Please call EAA at (414)426-4877 to receive an entry form or with questions regarding the Art Competition, or you may Email your questions to museum@eaa.org. ✈

New Internship at RMC

Rocky Mountain College aviation students have a new opportunity to apply for internships with Northwest Airlines. Students participating in the internship program will work with various managers in the flight operations department at the Northwest Training Center in St. Paul, Minnesota. In addition to working in a specific operational area, the interns will attend flight crew training classes, fly simulators and ride on orientation flights with the airline.

This new internship opportunity complements the college's existing internships with Big Sky Airlines and Corporate Air and other cooperative education opportunities for students working in the aviation industry. Contact Dave Kimball at Rocky Mountain College Aviation, 657-1060, for more information. ✈

Will Metz *cont.*

duster in 1987 for Mike Visser, then owner of Top Hand Air Sprayers. After Visser was killed in an auto accident in 1991, Metz bought the business and became sole owner. He now has 3,000+ hours and holds commercial, instrument and multi-engine ratings. He is completing his rotor wing, and air frame and power plant ratings.

Will was president and owner of Coors County, Inc., a Coors beer and beverage distributorship from 1986 to October 1996.

Will looks forward to putting his 20 years of aviation experience to work for aviators throughout Montana.

The following Aeronautics Board members were reappointed by Governor Racicot: **Ron Mercer**, Montana Airport Managers Association; **Byron Bayers**, Chamber of Commerce; **Fred Booth**, Montana Pilots Association; and **Doug Freeman**, League of Cities and Towns. The terms of these five board members will expire January 2001.

Congratulations to these five members. The Aeronautics Division looks forward to working with you. ✈

Visit the Cayman Islands



If you're looking for an exciting, exotic flying vacation, after a long, cold winter, consider attending The Cayman Islands International Aviation Week and Cayman Caravan Fly-in.

Aviation Week begins June 10 with the Cayman Caravan flying from Key West to Grand Cayman. The fly-in is carefully tailored to the needs of light plane pilots of varying experience levels. Once in Grand Cayman, you'll be treated to several days of aviation-related events, including a symposium given by top flight speakers, an exciting airshow featuring military aircraft from all over the world, an air-sea rescue demonstration and the Cayman Brac Attac daytrip, a highlight of Aviation Week.

To obtain registration and flight information call (800)346-3313 or (904)872-2495.

Senator Glenn Sets Record

The National Aeronautic Association approved a record claimed by Senator John Glenn of Ohio. Senator Glenn piloted his twin-engine Beechcraft Baron from Dayton, OH, to Washington, DC, in 1 hour, 36 minutes, at an average speed of 229 mph, setting a record for "Speed Over a Recognized Course."

The Senator made the 367-mile journey on December 17, exactly 93 years after the Wright Brothers' historic first flight. "Orville Wright, the first Chairman of NAA's Contest and Records Committee, encouraged all pilots to set records. This flight honors Orville and Wilbur as America's first aviation pioneers," said Senator Glenn.

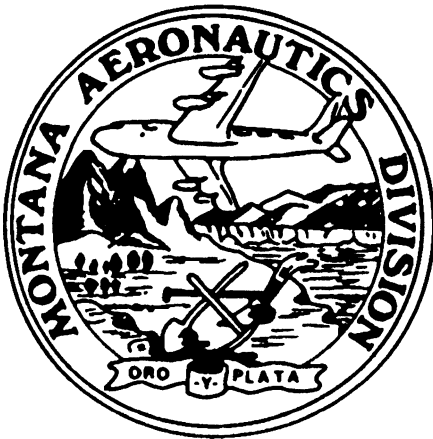
Flying with Senator Glenn as copilot was Phil Woodruff, an experienced pilot and flight instructor. Woodruff, who directs the FAA's aviation education program, is currently a Congressional Fellow on Senator Glenn's Washington staff. ✈

More Redneck Aviator Definitions....

You might be a Redneck Aviator if:

- ...your stall warning horn plays "Dixie"
- ...your cross-country flight plan uses flea markets as check points
- ...you think sectional charts should show trailer parks
- ...you've ever used moonshine as avgas
- ...you have mudflaps on your wheel pants
- ...you think GPS stands for "going perfectly straight"
- ...your toothpick keeps poking your mike
- ...you confuse Beechcraft with Beechnut

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